

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

AIR FORCE INSTRUCTION 11-221

13 JULY 2016



Flying Operations

**AIR REFUELING MANAGEMENT
(KC-10, KC-46, & KC-135)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at www.e-publishing.af.mil for downloading or ordering.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: HQ AMC/A3O

Certified by: HQ USAF/A3X
(Brig Gen Bradley C. Saltzman)

Supersedes: AFI11-221,
1 November 1995

Pages: 17

This volume implements DoD Directive 5158.04, *United States Transportation Command (USTRANSCOM)*, AFD 10-21, *Air Mobility Lead Command Roles And Responsibilities* and AFD 11-2, *Aircrew Operations*. It establishes specific procedures for prioritizing and obtaining KC-10, KC-46, and KC-135 air refueling (AR) support for peacetime training, exercises, rotations, contingency operations, and Headquarters (HQ) Air Combat Command (ACC), Air Operations Squadron (AOS) aircraft movements. This publication applies to USTRANSCOM, Regular Air Force, Air Force Reserve Command (AFRC), and Air National Guard (ANG) conducting air refueling operations with KC-135, KC-10, and KC-46 aircraft. It applies to the Department of the Navy and Marine Corps as outlined in the current Memorandums of Understanding and Inter-service Support Agreements. This publication requires the collection and or maintenance of information protected by Title 5 United States Code (USC) Section 552a, *The Privacy Act of 1974*. The authorities to collect or maintain the records prescribed in the publication are 10 USC § 8013, *Secretary of the Air Force*; 10 USC § 301a, *Incentive Pay: aviation career*; Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, as amended; and DoDI 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*. The applicable System of Record Notices, F011 AF XO A, *Aviation Resource Management System (ARMS)*, is available at: <http://dpcl.d.defense.gov/Privacy/SORNsSearchResults/tabid/7541/Category/277/Default.aspx>. Comments and suggested improvements to this instruction should be submitted on AF Form 847, *Recommendation for Change of Publication*, through command channels to HQ Air Mobility Command (AMC)/Operations Management Division (A3O), 402 Scott Drive Unit 3A1, Scott AFB, IL 62225-5302, using procedures outlined in AFI 11-215, *USAF Flight Manuals Program (FMP)*. MAJCOMs may supplement this instruction after coordination with AMC, the

lead command for this instruction. Forward a copy of all published supplements and chapters to the MAJCOM Office of Primary Responsibility (OPR), HQ AMC/A3O. When the guidance in this AFI conflicts with information contained elsewhere, this instruction takes precedence. Contact HQ AMC/A3O for conflict resolution. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Major changes include: the Air Refueling Management System (ARMS) as the sole vehicle for receiver units and other requesting agencies to submit, change, or cancel Chairman Joint Chiefs of Staff (CJCS) Priority 1 and 2 AR requests; the Air Refueling Liaison Office (ARLO) which provides enterprise-wide visibility of both tanker capacity and emerging receiver AR training requests; and the Air Refueling Scheduling Tool (ARST) as the USAF system of record for matching receiver training air refueling needs for CJCS Priority 3 and 4 to tanker capacity.

Chapter 1

TANKER SCHEDULING RESPONSIBILITIES

1.1. Single Manager. Commander, USTRANSCOM (CDRUSTRANSCOM) is DoD single manager for transportation other than service-unique or theater-assigned assets, IAW DoD Directive 5158.04. Air Force designates HQ AMC as the Component-MAJCOM in support of CDRUSTRANSCOM and as the USAF Lead Command for KC-10, KC-46, and KC-135 air refueling operations IAW AFPD 10-21. When servicing global force management air refueling requirements, Combatant Commanders (CCDRs), through their respective Air Operations Center (AOC), use the procedures defined in this instruction to determine projected receiver AR requirements and task tanker units to fill those requirements.

1.1.1. All AR support will be based on CJCS priority of the receiver mission, IAW Chairman of the Joint Chiefs of Staff Instruction (CJCSI) 4120.02D, *List of Priorities - DOD Transportation Movement Priority System*. **(T-0)**. In order to qualify as a priority 1, 2, or 3 requirement AR must be necessary to complete the mission or deployment.

1.2. Responsibilities. USTRANSCOM Operations and Plans Directorate-Air Refueling Branch (USTC/J3WR) serves as the single focal point within USTRANSCOM for AR validation and management of deployment, redeployment, employment, and sustainment of mobility forces through the Unified Command Plan. Priority 1 and 2 AR requirements (and all AR requirements supporting Coronets regardless of priority – see [Chapter 3](#)) will be validated by USTC/J3WR, and will be supported to the limit of global capacity. **(T-0)**. Priority 3 and below AR requirements are normally validated and allocated at the appropriate component command. MAJCOMs/CCMDs/NAFs/Services may request USTRANSCOM validation of select priority 3 AR requirements.

1.2.1. Receiver agencies (Services, CCMDs, MAJCOMs, NAFs, FOAs, DRUs, and wings) must designate an Air Refueling Manager (central agency or office) for coordinating AR support. **(T-1)**. In addition, receiver unit scheduling offices have primary responsibility for detailed scheduling.

1.2.2. Tanker Reporting: Various tools are used to collect AR mission activity data. *AMC Fuel Tracker*, AF Form 791, *Aerial Tanker In-flight Issue Log*, Fuel-tracker Air Refueling Module (FARM), and AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*, are the primary reporting instruments for ensuring AR mission data is accurately compiled. The tanker aircrew is responsible for ensuring the accuracy and completeness of all of these forms. Tanker planners will ensure aircrews have accurate receiver and mission data prior to launch. **(T-2)**. Post-mission paperwork should be retained and turned in to appropriate accounting agencies upon return to home station. All post-mission data will be entered into the Global Decision Support System (GDSS) as soon as possible after sortie completion. **(T-2)**.

1.2.3. Foreign Military Sales (FMS) case tanker units will send completed AF Forms 781s/791s, flight orders, and paid travel vouchers to include crew and mission essential personnel (MEP) directly to AMC/Financial Management and Comptroller/Financial Services (FMFF) within 5 workdays after mission completion. **(T-1)**.

1.3. Air Refueling Delays and Cancellations. All receiver and tanker units scheduled for AR should coordinate delays or cancellations as soon as possible.

1.3.1. Tankers should make every effort to accommodate their receiver if the receiver experiences a delay before tanker launch, crew duty day permitting. However, the tanker is not required to delay more than 4 hours to accommodate Formal Training Unit or Replacement Training Unit training and 3 hours for all other training.

1.3.2. Tanker aircraft should plan to arrive at the Air Refueling Control Point (ARCP) no earlier than Air Refueling Control Time (ARCT) minus 20 minutes and depart no later than (NLT) ARCT plus 10 minutes unless specifically cleared by the appropriate air traffic control (ATC) facility for an extended delay, as prescribed in the Federal Aviation Administration Handbook 7610.4S, *Special Military Operations* and ATP-3.3.4.2.(B), *Air To Air Refuelling*. Tankers are not required to delay for receivers at the ARCP longer than 30 minutes after the ARCT. **(T-1).** Tanker crew should coordinate with command and control (C2) agencies before departing ARCP in the event of a late receiver. When operating under an altitude reservation (ALTRV), aircraft must depart within the assigned "ALTRV Void if Aircraft Not Airborne by" (AVANA) time.

1.4. Deviations and Waivers. Unless otherwise directed, waiver authority for the contents of this instruction is AF/A3X.

Chapter 2

TANKER VALIDATION, ALLOCATION, AND SCHEDULING

2.1. Air Refueling Request Procedures.

2.1.1. Air Refueling Management System is the sole vehicle for receiver units and other requesting agencies to submit, change, or cancel CJCS priority 1 and 2 (operational) AR requests. Use of any other alternate method must be specifically approved by USTRANSCOM. **(T-1)**. Unless otherwise specified in this instruction, ARMS is the sole vehicle for submitting, changing, or cancelling all Coronet AR requests, regardless of CJCS priority.

2.1.1.1. All users will establish and maintain individual user accounts in ARMS. **(T-1)**. Receiver units will request ARMS accounts through their MAJCOM or Service validators. **(T-2)**. ARMS can be accessed on the Consolidated Air Mobility Planning System (CAMPS) Web Portal on the Nonsecure Internet Protocol Router Network at <https://campsweb.maf.ustranscom.mil/Portal/UnprotectedForms/logout.aspx> or the Secret Internet Protocol Router Network at <https://campsweb.maf.ustranscom.smil.mil>. ARMS request procedures and information are delineated in the online help file.

2.1.2. Air Refueling Scheduling Tool is the USAF system of record for matching receiver training air refueling needs (normally CJCS priority 3 and 4) to tanker capacity. See **Chapter 4**, ARLO Program, for support for these requests.

2.1.3. Request For Forces (RFF). CCDRs may submit an RFF for tankers, crews, and/or associated support forces to support theater AR requirements. In these cases an operation order (OPORD) is normally generated, or if an enduring requirement, identified in the Global Force Management Allocation Plan. Operational Control (OPCON) is normally transferred to the requesting CCDR upon Secretary of Defense approval for a specified period. The use of ARMS or ARST is not required.

2.1.4. Service Level Missions. MAJCOMs/NAFs/CCMDs/Services may request AR support for receiver requirements that may otherwise go unsupported. 618 AOC (TACC)/Mobility Management Directorate, Long-Range Scheduling Division (XOBL) schedules service missions IAW the AMC/A3 Commander Air Forces Apportionment and Allocation Process (CAAP)/OPORD/Concept of Operations (CONOPS).

2.1.5. Non-Tanker Mission. If a tanker is performing another primary mission (i.e., Special Assignment Airlift Mission (SAAM), Channel Airlift, Aeromedical Evacuation) and is being considered to accomplish AR training requirements, the requestor or ARLO must coordinate the event with the responsible planning directorate. The primary mission has priority and will not be delayed to accommodate the receiver's training requirements.

2.2. Validation (CJCS Priority 1 and 2). Air refueling requests are validated at multiple levels. USTRANSCOM is the USAF and Department of Defense (DoD) final Validator. Air refueling request validation protocols are based on CJCS priority, request timing, origin of request, MAJCOM/NAF/CCMD/Service, and the nature of the refueling operation. The requesting MAJCOM/NAF/CCMD/Service will designate a validator to review requests originating from assigned units prior to being pushed to the next level in ARMS. **(T-1)**.

2.2.1. All validators will ensure AR requests are complete, accurate, and reflect the proper air refueling support priority IAW CJCSI 4120.02D, before validation in ARMS. **(T-0)**. MAJCOM validators will ensure the accuracy of all AR data, authenticate requester contact information, and provide a comment within ARMS stating the request is accurate and what impact to the mission will result if tanker support is delayed or not provided. **(T-1)**.

2.2.2. Filling short-notice user requests requires balancing and resolving competing user demands and priorities to achieve optimum tanker utilization.

2.2.2.1. To reduce turbulence at the unit level, all CJCS Priority 1 and 2 ARMS requests made within 96 hours of Air Refueling Control Time (ARCT) must have a General/Flag Officer endorsement/justification included with the request. **(T-0)**. Reference CJCSI 4120.02D, page B-1, for instructions.

2.2.2.2. AR requests made within 24 hours of required tanker takeoff time cannot be requested/validated through normal channels. Direct contact with USTRANSCOM for validation and the tanker execution authority is required. **(T-2)**. AR requests within 24 hours will not normally be supported.

2.2.3. USTRANSCOM validation is not required when AR requests between tankers and receivers, under the same OPCODE, perform AR within the owning CDR's geographic Area of Responsibility (AOR) and are incorporated in applicable Air Tasking Order. **EXCEPTION:** All Coronets must be validated by USTRANSCOM. **(T-1)**.

2.2.3.1. If additional tankers are required, the MAJCOM/CCMD/NAF/Service will submit a request to USTRANSCOM via ARMS or submit an RFF for additional forces, as required. **(T-1)**.

2.2.4. Air refueling requests for intertheater ARs in multiple AORs (e.g. Global Power/Strike missions, RC-135 and National Airborne Operations Center deployments), must be validated by the MAJCOM/NAF/CCMD/Service with OPCODE of the receiver aircraft. Air Force and DoD level validation will be accomplished by USTRANSCOM, who will then push the requirements to the appropriate MAJCOM/NAF/CCMD/Service tanker allocation authority (barrel) for those ARs in their respective areas of responsibility. **(T-1)**. If the appropriate MAJCOM/NAF/CCMD/Service is unable to meet the requirement with their own air refueling assets, they will shortfall/non-support to USTRANSCOM via ARMS. For multi-theater air refueling requests using tankers from multiple AORs, a lead AOC will be designated. **(T-1)**. The lead AOC will act as the lead planning agency, serve as the single point of contact for the requesting agency, and monitor all tanker missions to ensure overall mission success. **(T-1)**. Unless otherwise coordinated, 618 AOC (TACC) will normally be the lead AOC for multi-theater AR requests involving tankers from multiple AOCs. **(T-1)**. Once an AR requirement has been validated by USTRANSCOM, the requestor should coordinate directly with the assigned AOC in the event only minor changes are required.

2.3. Tanker Allocation. Available KC-10, KC-46, and KC-135 aircraft will be allocated to support validated AR requirements IAW the CJCSI 4120.02D priority system. **(T-0)** When short-notice requests require canceling previously scheduled missions, the CJCSI 4120.02D priority system will be used by tanker allocators to identify potential cancellations. **(T-0)**.

2.3.1. Tanker Allocation Timeline. For CJCS Priority 1 and 2 requirements, and all Coronets, receiver units will initiate the tanker allocation process by submitting an ARMS

request NLT 60 days prior to the start of each execution month (for Coronet missions, ACC AOS will normally submit the ARMS requests NLT 60 days prior to the start of each quarter). **(T-1)**. Coronet requests must be broken out by leg. These air refueling requirements are consolidated, and then matched with available tankers in the 618 AOC (TACC)'s long-range scheduling process. The long-range process is completed when 618 AOC (TACC) publishes the final long-range schedule 30 days prior to the start of each month.

2.3.2. Mission Taskings Inside 30 Days. For missions requiring deployment of tanker aircraft or temporary duty personnel, USTRANSCOM should receive the MAJCOM/NAF/CCMD/Service validated request at least 30 calendar days prior to mission date or longer depending on area clearance requirements. For CJCS Priority 1 and 2 requests inside 30 days of mission start, refer to short-notice scheduling process, section 2.5.

2.4. Long-Range Scheduling Process. 618 AOC (TACC)'s long-range scheduling process is used to match air refueling requirements with available tanker resources more than 30 days prior to the start of each execution month.

2.4.1. USTRANSCOM validated air refueling requests will be forwarded to the appropriate MAJCOM/NAF/CCMD/Service tanker barrel for tanker sourcing. **(T-1)**.

2.4.2. 618 AOC (TACC) will run the ARMS "scheduler" to match tanker availability with non pre-coordinated air refueling requests and initiate the ARMS on-line trading period 60 days prior to the start of each execution month. **(T-1)**.

2.4.3. The on-line trader provides tanker units the opportunity to buy, sell, or trade requirements with other tanker units. During this period, new requirements may still be submitted as "Conference Added" requests.

2.4.4. On-line trading will terminate and the long-range schedule will be published NLT 30 days before the execution month. **(T-1)**. The long-range schedule can be downloaded from the 618 AOC (TACC)/Mobility Management Directorate, Tanker Barrel (XOBK) website at <https://tacc.us.af.mil/?action=xobk&XOBK> or through a link on the 618 AOC (TACC) home page (<https://tacc.us.af.mil/>). All units will carefully review the published long-range schedule to identify deviations from submitted air refueling requests. **(T-1)**.

2.4.5. For USTRANSCOM validated air refueling requirements not filled prior to, or generated after publication of, the long-range schedule, sourcing efforts will continue via the short-range allocation process. **(T-1)**. Tanker barrels will continue to attempt to task unfilled requirements using the CJCSI 4120.02D priority system utilizing tanker assets authorized for allocation through CAAP. **(T-1)**. Lower priority requirements not validated by USTRANSCOM, and not filled prior to or identified after publication of the long-range schedule, will not be actively sourced. Support for these lower priority requirements may be obtained as soft ARs coordinated directly between tanker and receiver units using ARST (see [Chapter 4](#)).

2.5. Short-Notice Scheduling Process. Short-notice air refueling requirements are those single event ARs submitted inside 30 days of tanker execution, for priority 1 and 2 missions per the CJCSI, or those the receiver cannot forecast far enough in advance to be included in the monthly long-range schedule. Because these requirements can often be met only at the expense of carefully forecasted and planned long-range scheduling requirements, schedulers should

minimize the use of the short-notice system. Receiver units should make every effort to forecast and plan these missions far enough in advance for inclusion in the monthly long-range schedule.

2.5.1. Mission taskings inside 10 days but not inside 96 hours. For missions not requiring deployment of tanker aircraft or personnel, USTRANSCOM must receive the MAJCOM-validated request at least 10 calendar days prior to mission date.

2.5.2. Mission taskings inside 96 hours. Missions validated within 96-hours must have the approval of the AOC/CC with Tactical Control of the tankers in addition to requirements stipulated in **paragraph 2.2.2**.

2.5.3. Mission taskings within 24 hours of execution. The normal request, validation, scheduling process is impossible. These requests will normally not be supported. There are times in which the interval between mission tasking and required departure time is less than 24 hours. When this happens, these missions are in execution and may be supported by the execution authority via in-system select. Serious consideration to the importance of the mission versus impact on unit/aircrew schedules must be made. Every attempt should be made to delay the mission outside the 24-hour period before attempting to gain inside-24 hour approval. Approval process is the same as for inside-96 hour requests.

2.5.4. Normally, lower priority single event AR requests (CJCS Priority 3 and 4) are not validated by USTRANSCOM, and will not be supported through the Short-Notice scheduling process. See **Chapter 4**, ARLO Program, for support to these requests.

Chapter 3

CORONETS

3.1. Mission Description. Coronet identifies aircraft movements that are operating under ACC AOS Movement Control (MOCON), and typically have a transoceanic leg. Requests for Coronet AR support for movements that do not meet this criterion, including movements between continental United States (CONUS) and Alaska, will be evaluated by USTRANSCOM on a case-by-case basis prior to validation. Tanker support for over-land legs as part of multi-leg Coronets that include an extended over-water leg will normally be supported; however, limited tanker availability may require that fighters “hop” on the over-land legs and only receive tanker support for the extended, over-water legs.

3.1.1. Coronets entail complex coordination, planning, supervision, and execution of all functions required to provide AR support. AMC is the single manager for Coronet tanker support. As such, they work with ACC (single manager for DoD Coronet movements) to develop movement schedules and coordinate all Coronet tanker allocation, planning, and execution functions. CDRs with OPCON of their own tankers make them available to AMC (to the max extent possible) to support Coronets transiting their AORs.

3.1.2. AR support for bombers, airlifters, and other large aircraft are not classified as Coronets.

3.2. Basic Authority. 618 AOC (TACC) is the primary point of contact for Coronet AR support. 618 AOC (TACC) provides oversight of all tanker agencies conducting Coronet planning or execution. The 618 AOC (TACC) coordinates as necessary with other MAJCOM/NAF/CCMD/Services, Department of State, embassies, foreign governments, ANG, AFRC, and various other Coronet planning agencies. If foreign governments or international organizations are involved, refer to AFMAN 16-101, *International Affairs and Security Assistance Management*.

3.2.1. 618 AOC (TACC) will coordinate for all Coronet tanker mission requirements, to include determining tanker staging locations and en route actions necessary to support Coronets.

3.2.2. There is no change of OPCON for tanker aircraft as a result of supporting Coronet operations. CCMDs and MAJCOMs exercise OPCON of owned tanker assets through their respective AOCs, with scheduling, employment, and C2 of all tankers participating in a Coronet provided by AMC via the 618 AOC (TACC).

3.2.3. 618 AOC (TACC) provides standardized Coronet tanker planning and execution guidance and/or templates, which is used for all Coronet planning and execution to ensure standardization.

3.2.4. All tanker aircraft supporting Coronet movements will fly according to applicable flight manuals, AFI 11-2 Mission Design Series (MDS) specific-instructions, and applicable MAJCOM guidance, whichever is more restrictive. **(T-1).**

3.3. Request for Support. ACC AOS is responsible for requesting Coronet tanker support. Agencies requiring Coronet support should follow procedures in AFI 11-207, *Combat Aircraft*

Delivery. ACC AOS is responsible for providing 618 AOC (TACC) the deploying fighters' flight plans.

3.3.1. Units requesting Dual Role support must comply with AFI 11-2MDS Volume 3-specific requirements and timelines. **(T-1).** Units must route requests through USTRANSCOM, providing accurate cargo and passenger details (e.g. cargo weight, number of pallets, and number of passengers). Dual Role cargo is not contractual or guaranteed in any way. The AR requirement must be met first, without regard to protecting ancillary Dual Role cargo. Additional tanker hours, sorties, or allocation days will not be expended to protect Dual Role cargo.

3.3.1.1. Last-minute changes to mission parameters may require some, or all, of the user's Dual Role cargo to be downloaded and left behind at the departure airfield, or any en route stop. Users requiring guaranteed cargo movement should purchase a dedicated, funded SAAM.

3.3.1.2. All waiver requests to Dual Role restrictions will be accomplished by the single manager for Coronet tanker support (AMC). **(T-1).** Comply with AFI 11-2MDS Volume 3-specific waiver guidance.

3.4. Scheduling Coronet Tanker Support. 618 AOC (TACC) shares overall Coronet scheduling responsibility with ACC AOS. After MAJCOM validation of Coronet AR requests, units requiring Coronet missions will process requests through ACC AOS. **(T-1).** ACC AOS is the single manager of the aircraft delivery mission. ANG and AFRC tanker units wishing to volunteer to support fighter deployments should contact 618 AOC (TACC)/XOBK or volunteer through ARMS.

3.4.1. ACC AOS will submit Coronet AR requests (via ARMS) on a quarterly basis or as soon as requirements are known for short notice requests. **(T-1).** Following USTRANSCOM validation of the ARMS request, 618 AOC (TACC) will normally ensure supporting tanker units are identified and tasked NLT 10 calendar days prior to tanker launch date. **(T-2).** **Exception:** Movement of straggler aircraft or undelivered fighter aircraft from previously validated Coronets may require tasking inside 10 calendar days prior to tanker launch date or 3 calendar days prior to diplomatic clearance lead times, whichever is greater.

3.4.2. Tanker units supporting Coronets will provide properly configured/equipped aircraft to meet Coronet requirements as specified by 618 AOC (TACC). **(T-1).** KC-135s on Coronet missions will carry a drogue for possible subsequent Navy/Marine/FMS Coronet support (N/A for round-robin missions from home station). **(T-1).** Tanker units desiring to transport cargo or passengers on a Coronet mission must coordinate their requests through 618 AOC (TACC). **(T-2).**

3.4.3. Due to the complexity of Coronets, aircraft commanders will be formation lead certified before participating in a Coronet mission. **(T-2).** Formation leaders and mission commanders (MCs) will ensure all formation actions have been properly briefed and are understood by all formation members. **(T-2).** All aircrews in the formation must be prepared to assume formation lead responsibilities. **(T-2).**

3.4.4. A tanker MC will be identified on all active Coronet legs IAW AFI 11-2MDS Volume 3-specific instructions. **(T-2).** Tanker MCs are responsible for the safe and effective conduct of Coronet missions, and will perform duties IAW AFI 11-2MDS Volume 3-specifics

instructions and 618 AOC (TACC) guidance. **(T-1)**. Tanker MCs will monitor weather at receiver abort bases, destination, and alternates and provide timely updates to receiver flight lead. **(T-1)**. Tanker MCs will ensure all formation actions have been properly briefed and understood by all formation members. **(T-2)**.

3.4.5. The ACC AOS Delivery Control Officer (DCO) normally conducts a mission briefing prior to each Coronet mission leg. This briefing is normally given within 24 hours of departure and provides detailed receiver mission information. Tanker crews and MCs should attend this briefing if co-located and mission timing permits. **(T-2)**.

3.4.6. One 24-hour delay (slip) per Coronet is authorized for missions that do not launch as scheduled, as long as CAAP tanker capacity exists. Additional delays may require rescheduling the mission. Supporting tanker units will be released upon 618 AOC (TACC) approval. **(T-2)**.

3.5. Tanker Go/No-Go Launch Decisions. Coronet tanker launch decisions are made by 618 AOC (TACC), in conjunction with the mission commander, prior to tanker launch time.

3.6. Tanker Escort Procedures. Tankers will escort receiver aircraft on trans-oceanic legs until receivers can maintain two-way radio communication with ATC and navigate to their destination or abort base. **(T-1)**. For a mid-ocean rendezvous, tankers will escort receivers until the receivers have confirmed two-way radio communications and positive radar or visual contact with the joining tankers. **(T-1)**. Plan rendezvous with joining tankers so that receivers move forward to complete the hand-off whenever possible. Plan to perform formation breakups in visual conditions prior to weather penetration. When escorting fighters to landing location, tankers should land last.

3.7. Abort and Divert Procedures. When fighter aircraft are required to abort or divert, tanker MCs and ACs must ensure they understand the intentions and capabilities of aborting/diverting aircraft in order to provide proper escort support. **(T-2)**.

3.7.1. For air aborts, aborting aircraft will notify the tanker MC of their requirements. **(T-2)**. Tankers will provide information (e.g. arrival weather and ATC data) and other necessary escort support to aborting receivers. **(T-2)**. Tanker MC will notify 618 AOC (TACC) as soon as practical.

3.7.2. The fighter flight lead will notify the tanker MC in an emergency. Tankers will notify ATC and obtain necessary clearances for non-emergency aircraft. If a fighter aircraft ditches or goes down, tanker aircraft will provide cover as long as fuel reserves allow. Remaining fighter aircraft will continue on the mission with remaining tankers or proceed unescorted to the nearest abort base. Tanker MC will notify 618 AOC (TACC) AR Execution Cell as soon as practical. **(T-1)**

3.8. Foreign Military Sales. Coronets must have a valid FMS case code or Acquisition and Cross-Servicing Agreement (ACSA). **(T-0)**. Coronet Detail Planners will ensure all FMS electronic mission folders have appropriate FMS-specific instructions. **(T-2)**. FMS case will reimburse tanker flying hours, fuel offloaded, and flight crew Per Diem. **(T-0)**.

3.9. Coronet Detail Planners. Planners who are qualified in mobility aircraft may fly as additional crew member, IAW AMC directives, when traveling with Coronets. Coronet detail planners who were previously qualified in mobility aircraft, but no longer maintain qualification,

are authorized to travel using MEP status IAW AFI 11-401, *Aviation Management*, and/or Command Supplement. Coronet detail planners, traveling in MEP status on active Coronet legs, are exempt from any requirements to process through the passenger terminal, since they require direct access to tanker flight crews during mission planning, filing, and preflight.

Chapter 4

ARLO PROGRAM

4.1. The Air Refueling Liaison Office. The ARLO program is administered by 618 AOC (TACC). It is an Air Refueling Optimization Program developed to ensure the most efficient use of limited air refueling resources through internet technology enabled, standardized processes. ARLO provides enterprise-wide visibility of both tanker capacity and emerging receiver AR training requests. The ARLO program uses the ARST and acts as a “clearinghouse” for all priority 3 and 4 AR training requests. They schedule regional business efforts and coordinate with tankers/receivers located within a region to maximize efficiencies.

4.2. Air Refueling Scheduling Tool. The ARST was designed to work within and enhance the existing tanker-receiver unit relationships through which the majority of CJCS priority 3 and 4 AR training missions are created. This web-based tool is the USAF system of record for matching receiver training air refueling needs to tanker capacity, and its use is mandatory to maintain visibility and allow the ARLO to maximize training opportunities. ARST is a user-friendly, web based system that is easily accessed from any “dot-mil” account and requires minimal training. “How to” guides for both tanker and receiver units are available for download from the Mobility Air Forces Operations website <https://mafops.us.af.mil/> under the AR scheduling tab, home section. If assistance is needed the ARLO is available M-F 0730-1630 CST at DSN 779-7613.

4.3. To ensure maximum visibility, receiver units will enter all CJCS priority 3 & 4 training mission requests into the ARST (except CJCS priority 3 & 4 Coronets). (T-2). All tanker units will use the ARST to “buy” these requests. Tanker units are required to build all unit training missions in GDSS and provide “AR Details” when AR is performed.

JOHN W. RAYMOND, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

10 USC § 8013, *Secretary of the Air Force*; 10 USC § 301a, *Incentive Pay: aviation career*
AFI 11-207, *Combat Aircraft Delivery*, 31 March 2015
AFI 11-215, *USAF Flight Manuals Program (FMP)*, 22 December 2008
AFI 11-401, *Aviation Management*, 10 December 2010
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AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

Abbreviations and Acronyms

ACC—Air Combat Command
ACSA—Acquisition and Cross-Servicing Agreement
ADCON—Administrative Control
AFORMS—Air Force Operations Resource Management Systems
AFRC—Air Force Reserve Command
ALTRV—Altitude Reservation
AMC—Air Mobility Command
ANG—Air National Guard

AOC—Air Operations Center
AOR—Area of Responsibility
AOS—Air Operations Squadron
AR—Air Refueling
ARCP—Air Refueling Control Point
ARCT—Air Refuelling Control Time
ARLO—Air Refueling Liaison Office
ARMS—Air Refueling Management System
ARST—Air Refueling Scheduling Tool
ATC—Air Traffic Control
A3O—Operations Management Division
AVANA—ALTRV Void if Not Airborne By
CAAP—COMAFFOR Apportionment and Allocation Process
CAMPS—Consolidated Air Mobility Planning System
CJCS—Chairman of the Joint Chiefs of Staff
CJCSI—Chairman of the Joint Chiefs of Staff Instruction
CONUS—Continental United States
CCMD—Combatant Command
CCDR—Combatant Commander
CONOPS—Concept of Operations
C2—Command and Control
DCO—Delivery Control Officer
DoD—Department of Defense
DRU—Direct Reporting Unit
FARM—Fuel-tracker Air Refueling Module
FMFF—Financial Management and Comptroller/Financial Services
FMS—Foreign Military Sales
FOA—Field Operating Agency
GDSS—Global Decision Support System
HQ—Headquarters
IAW—In Accordance With
MAJCOM—Major Command

MC—Mission Commander

MDS—Mission Design Series

MEP—Mission Essential Personnel

MOCON—Movement Control

NAF—Numbered Air Force

NLT—No later than

OPCON—Operational Control

OPORD—Operation Order

OPR—Office of Primary Responsibility

RFF—Request For Forces

SAAM—Special Assignment Airlift Mission

618 AOC (TACC)—618th Air Operations Center (Tanker Airlift Control Center)

618 AOC (TACC)/XOBK—Mobility Management Directorate, Tanker Barrel

618 AOC (TACC)/XOBL—Mobility Management Directorate, Long-Range Scheduling Division

USTC/J3WR—United States Transportation Command Operations and Plans Directorate-Air Refueling Branch

USTRANSCOM—United States Transportation Command

Terms

Business Effort—Refers to temporary provision of a tanker aircraft and crew to deliver dedicated air refueling support to a set of customers over a specified period of time. The duration of a typical business effort is five business days. Business efforts fall into one of three categories, depending on CJCS priority and funding source.

Channel Airlift—Regularly scheduled airlift for movement of sustainment cargo, depending upon volume of workload, between designated aerial ports of embarkation and seaports of debarkation over validated contingency or distribution channel routes.

Coronet—Mission designator for flight delivery of fighter aircraft under the movement control of ACC AOS and supported by tanker aircraft.

Dual Role—Tanker aircraft transporting a combination of passengers and cargo while performing an AR mission.

Movement Control (MOCON)—The authority to initiate and terminate flights and to direct or vary itineraries while en route. MOCON does not imply the assumption of OPCON or administrative control (ADCON).

Non-Tanker Mission—tanker mission whose primary purpose is to operate as a Channel, Contingency, SAAM, or Exercise mission.

OPCON—Authority delegated to a commander to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission, JP 3-0, Joint Operations.

Soft AR—AR coordinated directly between the tanker and receiver unit.

Validation—The process of determining if a mission meets required support parameters and has the proper CJCS priority assigned.